# A GREAT IRON HIGHWAY.

The Projected Texas and Pacific Railroad.

INTERVIEW WITH TOM SCOTT.

Benial of Any Connection with the Memphis and El Paso Scheme.

EVIL RUMORS REFUTED.

The Aid Asked and Expected from the Government.

PHILADELPHIA, Feb. 7, 1875. Your correspondent, desiring to secure Mr. Scott's views of the numerous rumors now affoat In reference to the Texas and Pacific and Memphis to say in reserence to the many stories, which, if true, impeach his character not only as a manager but as a man, approached him in his private office this morning and had the following inter-

THE INTERVIEW. REPORTER—I came here to get some statement in regard to the Texas and Pacific and Memphis

and El Paso roads.

Mr. Scorr—All the statements made in any paper relative to the Texas and Pacific being in my way consolidated with or interested in the Memphis and El Paso organization that existed some eight or ten years ago are without founda-tion in fact. The Texas and Pacific charter was passed by Congress after the Memphis and El Paso corporation had failed to accomplish the has never been connected with The whole purpose of making such marges is evidently to create an impression in the public mind, by implication, that such relations exist; and it is done, in my judgment, in the interest of other parties to serve their own designs, and to a large extent for the purpose of elackmailing the Texas and Pacific Company in some instances, and in others to prevent the pubsific coast. I trust they will fail in both.

QUESTION-Do you know whether there has ever en any conference with the officers of this company for the purpose of consolidating with the Memphis and El Paso Company?

Mr. Scorr-There has never been any conference on this subject, and it would never have been enertained by the Texas and Pacific Company, and never will be so long as I have anything to do

COLONEL SCOTT'S CONNECTION WITH THE ROAD. Quastion—Were you in any way interested in the passage of the Texas and Pacific bili through

Congress?

Mr. Scorr—I was in no way interested in its ssage through Congress. I knew nothing about the project for months after the bill passed, and then only through the application of a committee of gentlemen from New York who called upon me to say that my name had been used as a corporator in the bill, so, no doubt, many others had who perhaps never knew of its existence; this committee desired me to become interested in the organization of the company and take the presidency with the view of having the road built under the their existing charter, as granted by Congress. After a full conference with a number of triends here it was concluded that the work itself was an important one to the development of a very valuable section of the country, and would be of great benefit to the region to be travered, and that under all the circumstances I ought to take the position that was tendered to me in the way stated.

The part of 1873.

Confequently, when the corporators met in Sew York, I became interested and assumed the presidency of the company, expecting and believing that when 200 or 300 miles of the road were completed and equipped we could place the bonds of the company in Europe and complete the road under the grants it held from the State of Texas and the government of the United States. I went to Europe in the summer of 1873 to carry out these purposes, and should under the grants it held from the State of Texas and the government of the United States. I went to Europe in the summer of 1873 to carry out these purposes, and should nathorized by Congress had it not been for the panic man occurred in september of 1873. This destroyed all possibility of negotiating this class of American securities, and, in my judgment, the only way the road can be completed within any reasonable time is for the government to assure to the purchasers that the interest on the company bonds will be paid each six months.

ADVANTAGES TO THE GOVERNMENT.

To meet this obligation the company places every bond created under the mortyage in the treasury of the United States, and pledges all its facome and property of every nature, t he project for months after the bill passed, and then only through the application of a committee

Treasury in funds to pay this interest, without swking the appropriation of a doilar from the government.

You, of course, understand by the bill before Congress that the construction of this road would be a certain economy to the government of from \$3,000,000 to \$3,000,000 in its limitian and military transportation; that it would enable the government to largely reduce its military forces on the entire southern border and make the and property secure. The company also leaves the sum of over \$10,000,000 of its own bonds with the Secretary of the freasury as

A CONTINGENT FUND

with full authority to sell the bonds of the company at its own cost if necessary to pay the interest guaranteed without calling upon any appropriation committee of Congress or asking the add of the government money for any such purposes, and that no bond of the company should be asked from the Treasury of the Cauted States except upon a completed and equipped road, and then only to an extent sufficient to meet the actual cost, as certified to by the Commissioners on the part of the United States government (1), as to the condition of the road and its equipment (2), and all expenditure of the moneys used in Such construction.

QUESTION—You stated a while ago that you thus these people who started these cumors had

QUESTION—You stated a while ago that you drink these people who started these tumors had some object in view. Why did they not attack footh roads? How came they to speak of the Membils and El Paso?

Mr. Scott—As before stated, for the purpose of creating, by implication, in the public mind an impression that the Texas and Pacific road was considered with the corporation that failed some years before the Texas and Pacific was chartered.

EFFECT OF THE EL PASO STORY.

pears before the Texas and Pacific was chartered.

EPPECT OF THE EL PASO STORY.

QUESTION—DO you anticipate that these rimors
will affect the prospects of the road to any great
extent? Do you suspect that they will have any
influence upon public opinion of the property of the property

Mr. Scott—These articles are intended to affect
public opinion unfavorably, and especially the
minus of members of Congress, against the bill.
But they are so har from being true that any man
who will take the time to examine them certainly
would not be affected by such statements.

QUESTION—A great many people, whose names
have been connected with the El Paso subject,
have denied that they received any money.

have deeled that they received any money.

Mr. Scott—I know nothing whatever about the
prganizations or connections of the Memphis and
El Paso stock; was never in any way connected Ki Paso stock; was never in any way connected with it, directly or indirectly. I hope and believe that all such action on the part of interested parties will fail to have any lorce whatever with Congress, and that they will authorize the road to be constructed on the pian submitted. I have no doubt that through its construction, an ampetus will be given to business in all branches, and especially will it be the means of employing many thousands of people now idle, and start our mines, mills, and manufactories generally. It is one of the questions that have nothing whatever to do with political issues, and if passed at all it must be by the active and good men of both parties giving it support for the benefit of the country at large.

## THE JERSEY CHURCH WAR.

THE PASTOR'S POSITION UNSETTLED STATE-

The contest which has taken place between the trustees and the pastor of the Hoboken Methodist Episcopal church assumed definite shape yester-day. After the morning service the reverend pastor, J. R. Bryan, made a statement, which was merely a resume of the circumstances under bich he took control of the church and the progress it had made since his accession to the pastor ate. In the evening the superintendent of the Sabbath school, who is also a trustee, rose to explain the opposition of the enurch officials to the pastor. He averred that the convocation of the trustees had been the result, not of any personal dislike to the pastor on their part, but of anmerous complaints made by many members of the congregation. He could enumer-

gations. There was not a single word stoken against Mr, bryan as a man. The only complaint made was in recerence to his preaching. The trustees at one of their secret meetings had almost unanimously expressed the opinion that those complaints were well founded. When some of the trustees ventured to ask the pastor whether he considered they had a right to criticise his sermons he answered no. (Here Mr. Sryan in terposed to explain this answer, but several persons in the congregation reiterated the charge made by the superintendent.) The speaker concluded by saying that he deemed it his duty to set the trustees right in the eyes of the community, and disclaimed personal feeling in the matter. He was telling them the truth. The pastor, then rising, said that he hoped the officers would take action speedily and let him know the result, as he did not wish to stand long in such a doubtful position. When he was leaving the church several persons waited to testify their sympathy with him in his trial. The reverend genileman, on being informed that the Heralls would publish his side of the story, exhibited considerable temper and expressed a desire to not be annoved. The trustees will sound the members of the congregation and come to a conclusion in accordance therewith.

THE FIGHTING LEGISLATURE.

A CORRECT ACCOUNT OF WOLFE'S INSUBORDINA-TION-THE DEMOCRATIC VOTE OF CENSURE JUSTIFIED BY PARLIAMENTARY LAW. HARRISBURG, Pa., Feb. 6, 1875.

TO THE EDITOR OF THE HERALD:the Pennsylvania Legislature which have appeared in the democratic daily papers of the lican press as "lies from the whole cloth," and as an attempt was made to impeach the verseity of the HERALD's correspondent in the House of Representatives yesterday, he desires, without enterary points, to give a succinct and truthful account of the Pennsylvania Legislature on last Monday night and proceedings subsequent thereto.

THE CONDUCT OF MR. WOLFE. The House was considering the admissibility of testing against the admission of D. P. Rosenmiller, republican member returned from that disthat the petition could be legally admirted, was when Mr. Wolfe, of Union, republican, raised the further point of order that it required a twosubmitted in writing, simply as a point of order, and not as an appeal, as its form shows, and immediately, before the point was decided, began to discuss it. Mr. Lusk was in the Chair. (Accordbe discussed until a decision has been made upon it by the Speaker and an appeal, signed by two members, is entered against the decision. The appeal may then be discussed.) The proceedings from this point were as follows:—

Mr. Wolffs—Mr. Speaker, I desire to state this, and I do hope that the gentlemen on the other side of the Bouse—

on hope that the gentlemen on the other side of the House—
Mr. FANCE (interrupting)—Mr. Speaker, is it the point of order to which the gentlemen is speaking?
Mr. WOLFE—It is the point of order I am speaking to, or propose to. As i was saying, the gentlemen on the other side of the House will remember that in establishing precedents those precedents are for the whole House, and however uniavorably they may seem to strike us at one time they may rise up in judgment against us at another.
Mr. Taller—I rise to a point of order—that the centleman from Union (Mr. Wolfe) has presented a point of order, that the Chair has not yet decided upon the point of order and that the gentleman is now discussing it.
Mr. WOLFE—I am in order now, I suppose?
SEVERAL MEMBERS—No, YOU are pet. The point is not debutable.
Mr. WOLFE—Well, that is true.

Mr. Wolffe-I am in order now, I suppose?

Several Menners—No, you are not. The point is not debatable.

Mr. Wolffe-Well, that is true.

(The Speaker of the House (Mr. Patterson, of Allegheny), here resumed the chair.

Mr. Wolffe (continuing)—Mr. Speaker, if I remember properly, the gentleman who occupied the chair just before you decided that the motion was carried. I then presented my point as an appeal, that the Chair was not sustained because it required a two-third vote to sustain the Chair. That is what the point I presented amounts to: and I think I am in order.

The Speaker—The gentleman is out of order.

Mr. Wolffe-Mr. Speaker—

Mr. Talley—I move that this House do now adjourn.

Mr. Wolffe-Mr. Speaker—Mr. House do now adjourn.

Mr. Wolffe-Mr. Speaker, I hope—

Various Menners (vociferating)—Give us the yeas and navs: I call for the yeas and navs.

Norse were interspersed with cries of "Mr. Speaker;" a Mulliber of the members of the House measwhile rising from their seats. Above the clamor of vocices, Mr. Plummer was heard to say —"I move that every blowhard of that side of the House nave the privilege of Laking hyre to-night, and the democratic members be kept here an night, and the democratic members be kept here an night, and the democratic members be kept here an night, and the democratic members be kept here an inabit, and the democratic members be kept here an inabit, and the democratic members be the proper of the season of the content of

The Spraker (addressing the sentleman from Union, Mr. Wolfe)—The gentleman will take his seat.

Mr. Wolfe—I will not take my seat.

THE SPRAKER—The Sergeant-at-Arms will take the gentleman in charge.

Mr. Wolfe—No, he won't.

point of order before the House, which was decided—to wit, that of the gentieman from Union, Mr. Woife.

THE RECORD.

THE JOURNAL OF the House and the phonographic report in the Record, upon the latter of which Mr. Woife claims to stand, are precisely alike, with the exception that the journal, being the official minutes of the House, takes no cognizance of the remarks of Mr. Tailey, as it does not of the suggestions or remarks of any other member which were not legally admissible as or in the shape of parliamentary actions. And when the friends of Mr. Woile, the most conspicaous among whom was Hon. John Mitchell, of Hoga, who sets him up as a paragon of parliamentary perfection, attempted to amend the Journal by inserting upon it the suggestion, or, as the gentleman nimself termed it, the point of order of Mr. Tailey, they were attempting to stuitify the legal record of the House to make it conform to an unparliamentary action of a single member, for even though Mr. Woife had been entitled to the floor his refusal to take his seat when ordered to do so by the Speaker was unparliamentary.

A safe precedent, indeed, was it that the gentleman from Thoga (Mr. Mitchell) was desirous of estaotishing; quite on a par with that established by him yesterday noon, when, as Speaker protem, he decided that a rule of the House which fixes the hour of adjournment of the House at twelve o'clook for Friday could be suspended by a majority vote, when another rule of the House requires a two-thirds vote for all suspension of rules.

Speaker Patterson, though he is inexperienced and may have made mistakes during the session, was right in this case, and the remast of the House to amend the journal and the remast of the House to amend the journal and the remast of the House to amend the journal and the remast of the House to amend the journal and the remast of the House to amend the journal and the remast of the House to amend the journal and the remast of the House to amend the journal and the remast of the House to amend the jour

## A NARROW ESCAPE.

Thomas Higham, a young man from Brooklyn. while partially inebriated, attempted to get on the ferry oat at Cortiandt street about eight o'clock last evening. Missing his footing he sell into the slip landing, luckily upon a cake of ice, one of the deck hands fished him out and brought him to dry land, very wet and cold and reasonably sober. Thomas was taken to the Twenty-seventh precinct station house, where his clotnes were dried. He met with no serious injury.

ACCIDENTAL DROWNING.

PROVIDENCE, R. L. Feb. 7, 1875. The four year old son of Edmund E. Roffee was

### RAPID TRANSIT.

UNDER WHAT CONDITIONS IT WILL PROBABLY BE ACCOMPLISHED-THE CITY NOT TO BUILD

Rapid transit is coming out of the dim perspec-tive. It seems to be advancing to the end of the avenue, where it will become a bold, definite figure in the picture of the general prosperity of York. More has been done to urge it forward within the past two weeks than during all the years that have elapsed since the subject of the necessity of facilities for speedy travelling through this city was first debated. The people who have always desired to have rapid transit made a valuable fact have been educated to a certain degree during the past two weeks, and they now begin to regard with contempt those things which have hitherto been obstacles to the accomplishment of this wish. It is wonderful that such things could have been have sat idly for years while lymphatic inventors, conniving politicians and unscrupulous ratiroad men have "juggled" the question of rapid transit and prevented the establishment of a railway to overcome the most pressing need of the metropolis. It was a grand idea of Mr. J. M. into their own hands so far as they can. Grand not, because Mr. Drake's project is one that commends itself to the minds of prosperous people, but on account of the ular interest in the subject of rapid transit. The indications at present are that the committee of gentlemen who were appointed at the meeting in the Chamber of Commerce on Monday last will not be able to procure pledges for more than a tithe of the sum of \$3,000,000, with which it is now pany to begin the construction of a rapid transit

proposed to "subsidize" some responsible company to begin the construction of a rapid transit railroad before some independent, wealthy association will start the work. At lest accounts not more than \$75,000 had been piedged to the "subsidy? or "deferred stock" pan, and a part of this sum was pledged under conditions that may not be fulfilled.

The most important of all the meetings that have been held recently for the discussion of the subject of rapid transit was the session of the Assembly and aldermanic committees on Saturday last, and the two most important speeches that have been made during the debates of the past two weeks were uttered at that session. They were those of Mr. Wheeler H. Peckham and General Duniel Butterfield. They settled, or seem to have settled, that the late of an idea, which has been strenuously upheld, shall be death and condemnation. The idea alluded to is that which declares rapid transit to be something which private capitalists can never achieve in the lace of the great opposition to it. This idea has become firmly fixed in the minds of many ardent winsers for a railway on which trains can run rapidly, and, as a result, they have reached the conviction that the city alone can build such a road, and should at once be empowered by the Legislature to do 80. Accepting the few words and references in Mr. Peckham's speech as truthful, though not studied, it is evident that such gentlemen have deceived themselves. And Mr. Boyd's arguments, to which Mr. Peckham's speech as truthful, though not studied, it is evident that such gentlemen have deceived themselves. And Mr. Boyd's arguments, to which Mr. Peckham's speech as truthful, though not studied, it is evident that such gentlemen have deceived themselves. And Mr. Boyd's arguments, to which Mr. Peckham's speech as a proved by and will be supported with the money of several capitalists who represent more than \$25,000,000, and they fit a chance is given them, will bid high for the iranchise of an elevated railway, for isilure to build wh

ANOTHER COLD SNAP.

FERRIES.

make men believe in the truth of the theory of arctic waves and irigid meteors. The morning opened cold and clear, with a few lowering snow clouds on the horizon, to which the weather-wise pointed as indications of another period of snow and slush. It was not until late that any one ventured from beneath the coverlets, and with the exception of those unfortunate persons whose avocations compelled them to be stirring betimes, there until near church time. Everything seemed to partake of the chilly change except the ubiqui-tons boy with one skate, who was evidently determined to make the best of the frozen gutters previous to a course of catechism and scriptural

The done accordingly adjourned.

The is the correct phonographic report of the proceedings, who scents or distorder we wish to speak a controlly. In response to the command of the Speaker the Sergeant-at-Arms came waking down the central saise of the hall to where his waster the Sergeant-at-Arms came waking down the central saise of the hall to where his waster the Sergeant-at-Arms came waking gentleman rose in his seat, protesting against arrest, at the same time, with his arm raised over his head, gesticulating and pointing toward the speaker's cpair; he caculated something which the speaker's cpair; he caculated something which that this was the exact expression used by Mr. Wolfe, as he did not calculate that this was the exact expression used by Mr. Wolfe, as he did not calculate the words clearly in the confusion which at once ensued. The members on both sides of the House, leit their soals and crowded around Mr. Wolfe, at this juncture, when everything was excitement, it was alleged by a few bystanders that his was the crowd.

The day following the trouble Mr. Wolfe, being brought before the bar of the House, refused to be considered as standing upon the phonographic account of the proceedings, and not upon the legislant he claim flows. Y through the point raised by Mr. Tailey not well taken, instead of his (Mr. Lusk), had ruled the point raised by Mr. Tailey not well taken, instead of his (Mr. Wolfe's), as y the journal shown, and consequently be had a right to the foor. Now any impartial reader, acquainted with parliamentary law, cannot fail to see that what Mr. Isaley, when he rose, saw flix the pour time of order not well taken, in your desired the point of order heaf well as the point of order not well taken, it was the only remained to the suggestion of Kr. Tailey, vib., "that the chair has not yet the pour had been been presented by Mr. Tailey not well taken, instead of the suggestion of Kr. Tailey, vib., "the thouse and the phonographic the pour had been been provided to the point of order not wel the insufficiency of accommodation and the lack of heating arrangements. It was fortunate, however, that the streets were comparatively clean. The recent warm rain did the work in a few hours more thoroughly than a dozen Boards of Police Commissioners could have effected it during the entire winter, and there was nothing to impede the progress of vehicles. The merry ring of sleigh bells was indeed missing, but in its stead was neard the solemin, deep rumble of the car wheels over the frosted rails. The temperature at noon yesterday was twelve degrees and at six P. M. eleven degrees, but the easterly wind made it seem much colder. As a a rule the attendance at the churches was sim, as the fireside seemed especially tempting when one looked out into the wintry landscape. As might be supposed, the

In both rivers. Until seven o'clock last evening no trouble was experienced on any of the lerry lines with the exception of those to staten lshad. The Rooseveit street boats to Williamsburg, and all others on the East River, made their regular trips without interruption or delay. At Pulton lerry the ice commenced to accumiate about seven P. M., and toe Minsola was delayed twenty minutes on her half-past seven o'clock trip. At the Wall street lerry the Cinton left Brooklyn at flitten minutes past seven o'clock p. M., and was delayed forty minutes. Alter that the East River became perfectly navigable, and no intriber delays ensued. The river was continually FULL of PloAING (ER, but it was not solid enough to impede the passage of the ierryboats. The Staten Island boars from the Battery, were particularly unfortunate. During the entire day much difficulty was experienced in making landings. The casterly wind banked up the ice on the Staten Island shore, and no trips were gade with regularity. At nine o'clock last evening a Solid Piler of tes extended from the South Ferry to Staten Island, and the last boat was withdrawn at seven o'clook. The pilots universily expressed the opinion that unless the weather about decome much

last year..... 19%

THE COLD WEATHER ON THE HUDSON. POUGHERPSIE, N. Y., Feb. 1, 1875.

A cold wave has reached the Hudson River Vailey. The mercury has dropped to zero, and it is stiff falling. There is a piercing wind from the north.

## THE SKATING CARNIVAL

HOW SUNDAY WAS PASSED AT THE PARK-THE PONDS GREATLY CROWDED.

Despite the intense cold that prevailed yesterday the crowds at the ponds in the Park were greater than that of any day during this winter. The greater than that of any day during this winter. The greater portion of young New York seemed to be taking an interest in the skating carnival, and during the day a vast multitude enjoyed themselves in the heartiest possible manner.

Brig Chance to Turks Islands, Christoffer, Azus 23 days, with sugar to order.

Brig Chance to Turks Islands, Christoffer, Azus 23 days, with mass to Order.

Brig Chance to Turks Islands, Christoffer, Azus 23 days, with mass to De Castro & Co.

Brig Heien Rich, Collins, Cardecias 8 days, with sugar to De Castro & Co.

Brig Heien Rich, Collins, Cardecias 8 days, with sugar to Turks Islands, Christoffer, Azus 23 days, with mass to Order.

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Brig Heien Rich, Collins, Cardecias 8 days, with sugar to Turks Islands, Christoffer, Azus 23 days, with mass to Order.

Brig Chance to Turks Islands, Christoffer, Azus 25 days, with mass to De Castro & Co.

Brig Heien Rich, Collins, Cardecias 8 days, with sugar to Foolins, Cardecias 8 days, with sugar to Turks Islands, Christoffer, Azus 25 days, with mass to Order.

Brig Chance to Turks Islands, Christoffer, Azus 25 days, with mass to Open Series Islands, Christoffer, Azus 25 days, with mass to Open Series Islands, Christoffer, Azus 25 days, with mass to Open Series Islands, Christoffer, Azus 25 days, with mass to Open Series Islands, Christoffer, Azus 25 days, with mass to Open Series Islands, Christoffer, Azus 25 days, with mass to Open Series Islands, Christoffer, Azus 25 days, with mass to Open Series Islands, Christoffer, Azus 25 days, with mass to Open Series Islands, Christoffer, Azus 25 days, with mass to Open Series Islands, Christoffer, Azus 25 days, with mass to Open Series Islands, Christoffer, Azus 25 days, with mass to Open Series Islands, The greater portion of young New York seemed to be taking an interest in the skating carnival, and during the day a vast multitude enjoyed themselves in the heartlest possible manner. Many present, it is true, were of that class who are always skating when there is pienty of good ice, but besides them were those who had not before been on the pends this season, making the occasion with them one of much gayety.

ment until near five in the afternoon, an hour prior to "closing up" on Sundaya, a rule some skaters deem a little arbitrary, but is right, when all things are considered. The boys that work in stores, offices and factories were first to arrive, coming fully equipped, and started the "bail" in a delightful manner without delay. Then a few young ladles came rushing into the waiting rooms set apart for their use, and, with skates fitted snug and nice, darted off with faces all aglow with snur and nice, darted off with faces all aglow with the ruddy colors of health. Next the adults began to appear, and though the landscape around and about was bare, cold and cheeriess, they evi-dently thought the Park was an exceedingly pleasant spot, simply because there was excel-ient skating to be had for the seeking. And so every car route leading to the Park brought fresh accessions of those enthusiastic in the pleasure of the pastime.

every car route leading to the Park brought fresh accessions of those enthusiastic in the pleasure of the pastime.

The assemblage was very like many that have gathered there before, but the utmost order and decorum were observed all day. Consequently thorough and legitimate enjoyment was universally thorough and legitimate enjoyment was universally had by each and every individual present. At least the spectators so concluded, as nappy faces were on every hand. "Isn't this splendid," said kitty to George. "Ain't yer glad yer camer" shouled Jakey to Ned, or similar exclamations, were heard on every hand during the entire alternoon, proving conclusively what a treat the occasion was to all participating in the neath-giving recreation. Then again, "Come, Tommy!" could have been heard from a mother to her young boy, as she prepared reinctantly to leave the gay and festive scene, but invariably came the entreating response, "Please let me stay a little longer, mother; just one more skate around the bonds," and seemingly giad of the excuse herself, the mother gave consent. This "just one more skate around the bonds," and seemingly giad of the excuse herself, the mother gave consent. This "just one more skate atound the bonds," and seemingly giad of the excuse herself, the mother gave consent. This "just one stops that the temptation to remain on such occasions until absolute fatigue lessens the enjoyment of the sport.

The exercise of skating has an exhitarating effect upon the poor juded man just escaped from crowded rooms and confined business offices. As he steps upon the frozen plain and dashes around the lake ne lee happy for the time, and leaves the place rejoicing in new life and strength.

Thus the sport went on from morning until night, and the buzz of joyous intercourse and the music of steel-clad feet on the ice, and the laughter of merry voices gave animation to a scene not easily forgotten. The ice now is in magnificent condition, and the carnival will doubtless continue for several days.

#### FIRE IN MAIDEN LANE.

LOSS ABOUT THIRTY THOUSAND DOLLARS. At ten minutes past eleven last evening Officer Golden, of the Second precinct, discovered flames arising from the rear of No. 93 Maiden lane, occupied by Juan Gonzales as a and engines Nos. 32, 4, 6, 29 and 10 promptly made their appearance. Before their arrival, however, the fire had spread with such rapidity that the entire front of the adjoining building, No. 95, was found to be in flames. It was found necessary to sound a second alarm as the force at hand was insufficient to cope with the

Owing to the severity of the weather the fire-Owing to the severity of the weather the fremen found it extremely difficult to mount the ladders and bring the hose to bear upon the burning tinder. At the time a slight breeze was blowing and fanned the already last gaining flames. At first it was thought that the fire would spread to Nos. 91 and 97, as it had managed, despite the efforts of the firemen, to gain a loothold on the roof or No. 91. Firemen were immediately despatched from hook and ladder companies No. 9, 10, 8 and 1 to the roofs of Nos. 91 and 97, and by a vigorous application of their hooks and axes managed to cut away the upper timbers of these buildings, so as to prevent any further damage. A third alarm had been meanwhile sounded, bringing all the engines south of Canal street. Pive heavy steamers were now brought to bear upon the threatened roofs. The buildings Nos. 93 and 95 are completely destroyed, entailing a loss of at least \$20,000 to the owners. It was impossible at the hour of our going to press to ascertain the amount of insurance. At hail-past twelve A. M. the fremen had managed to get the fire under complete control, and soon alterward to extinguish it altogether. The first floor of No. 93 is occupied by Jan Gonzales, restaurateur; the second and third floors by B. Diaz and J. Roig, manufacturers of cigars and dealers in tobacco leaf. Their stocks were completely destroyed. The building No. 93 was occupied by J. Steimberg, dealer in leaf tobacco; total loss. Nos. 91 and 97 were occupied by F. Dreyer, dealer in willow ware, and by weed & McKean, dealers in leaf tobacco, and Lewis Voigt, importer of essential tols and extracts. The latter building is damaged by water to the amount of about \$500. men found it extremely difficult to mount the

# SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE

Steamer.	Sati	4.		113 Broadway
	Feb			
Cuba	Feb		Liverpook.	4 Bowling Green
State of Georgia.	Feb	10.	GIASTOW	72 Broadway
Cimbria	Fep.	11.	Hamourg.	61 Broadway
Ethiopia.	IFeb.	13.	Glasgow	7 Bowung Green
Baitic	Feb.	13.	Liverpoon	19 Broad way.
Erin	Peb.	13.	Liverpool.	69 Broad way.
City of Montreal.	Peb.	13.	Liverpool	16 Broadway
Hansa		13.	Bremen	2 Bowning Green
Goethe	Feb.	16.	Hamburg	113 Broadway.
Abvesinis	Feb.	17.	Liverpool	4 Bowling Green
Belgic	Feb.	20.	Liverpool.	19 Broadway.
Utopia	Feb.	20.	Glasgow	7 Bowling Green
Italy	Feb.	20.	Liverpool	69 Broad way.
City of Chester	Feb.	20.	Liverpool	15 Broadway
Neckar	Feb.	20.	Bremen	2 Bowning Green
Peretre	Feb.	20.	Havre	56 Broadway
Schiller	Feb.		Hamburg	113 Broadway.
Parthia	Feb.	24.	Liverbool	4 Bowling Great
State of Nevada.	Feb	24 .	Glasrow	72 Broadway.
Frisim	Feb.	25.	Hamburg.	ol Broadway
Adriatic	Feb.	27 .	Liverboot	19 Broadway
City of Brooklyn	Feb.	27.	LivernooL	15 Broadway.
The Queen	Feb	27.	Liverpool	69 Broadway.
Bolivia	Feb.	27.	Glasgow	7 Bowling Green
Ceitic	Feb.	27.	Liverpool.	19 Broadway
Hobenzollern	Feb.	27.	Bremen	2 Bowting Greet
Suevia	M'ch		Hamburg	61 Broadway.
State of Indiana	M'ch	10.	Glasgow	72 Broadway

ALMANAC FOR NEW YORK-THIS DAY. 

PORT OF, NEW YORK, FEB. 7, 1875.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

Steamer Erin (Br), Andrews Liverpool Jan 31, with midse and 57 passed steamer Canada (Br), hence for London; same day, lat 41 L5, lon 99 30, a 3-masted achooner, rigged steamer, supposed State line, bound Enact; Mh, lat 60 40, lon 66 30, a German steamer, outnit Enact; Mh, lat 60 40, lon 66 30, a German steamer, outnit Enact; Mh, lat 60 40, lon 66 30, a German steamer, outnit Enact; Mh, lat 60 40, lon 66 30, a German steamer, outnit Enact; Mh, lat 60 40, lon 66 30, a German steamer, outnit Enact, Mh, lat 60 40, lon 66 30, a German steamer, outnit Enact, Mh, lat 60 40, lon 66 30, a German steamer, outnit Enact, Mh, lat 60 40, lon 66 30, a German steamer, Mh, lat 60 40, lon 66 30, a German steamer, Mh, lat 60 40, lon 66 30, a German steamer, the late of the Mh, l Co.

Steamer Manhattan, Woodhul, Charleston Feb 4, with mase and bassensers to James W Guntard & Co. steamer Wyanoke. Couch, Egonwond, City Point and Norfolk, with mase and passengers to the Old Domingon Steamship Ce. steamer wannoke. Couch, Kenmona, Chy Folin and Norfolk, with make and passengers to the Old Dominion Steamship Co.

Steamer John Gibson, Winters, Georgetown, DC, with make and passengers to T. Kenyon. Th. 9 AM, off West Bank, saw steamer H. O. Kinght, hence for Georgetown, the Couche of Couche, took her in tow and brought her up to the city.

Ship Jon Quixote, of Boston, Penhallow, Manila M5 days with merchandiss, to H. E. Moring & Co. Passed Cape of Good Hone December & and crossed the equator January 18, in lon 35 W. Had moderate weather to Bermuda, thence strong NB and NW gaies.

Bark Ednna (of St. John, NB), Rosinson, Liverpool Dec 18, in ballast, to J. W. Elwell & Co. is anchored at Sandy Hook for orders.

Bark Unico (Ital), Sciaffine, Liverpool 53 days, with modes to Vernon H. Brown & Co; vessel to J. U. Scager. Came the southern passage, and had strong variable winds.

Bark Thomas Fletcher, Pendleton, Hamburg Nov 29, via Squan Beach, where she was ashore, with mose to C. Amstrek & Co; vessel to matter. Passed Gibrier of Amstrek & Co; vessel to matter. Passed Gibrier of Control wine to G Amsinck & Co; vessel to master. Passed Gibraliar Dec 20.

Bark Surprise (of Boston), Hoyt, Rio Janeiro 46 days, with coffee to Brett, Son & Co. Crossed the Equator Jan 18 in ion 37 30; had fine weather to lat 34; trom thense strong SW and NW gales.

Bark Morning Star, of Guernsey, Lucas, Rio Janeiro, December is, with coffee, to Johnson, Perry & Co; vessel to G F Bulley. Crossed the equator January 6, in ion 41, had fine weather to Bermula, thence experienced a succession of heavy SW and the capture of the surprise of the surp

The schr Hector, strived 2d from Jamaica, and the schr Emily A Bartle, arrived 5th from Fernandica, are both consigned to J H Winchester & Ca.

PASSED THROUGH HELL GATE.

Steamer Glancus, Waldron, Boston for New York, with moles and passengers steamer City of New Bedford, 19th, New Bedford for New York, with moles and passengers. Steamer Gaiatos, Gaio, Provinence for New York, with moles and passengers. Steamer Galatea, Galo, Providence for New moles and passengers. Steamer Laura, Bridgeport for New York.

Steamer City of New Begiord, Fish, New York for New Begiord, Steamer Galatea, Gaie, New York for Frovidence.

### MARITIME MISCELLANY

SHIP CITY OF BROOKLYS, from San Prancisco for Liver-pool, put into Pernambuco, leaking is inches per hour. Steam pumps will be sent from England to her. HARK THOMAS FLETCHER WAS got affost at Squan Reach at 6 o'clock yesterday morning, and towed up to the city. She is leaking slightly. BARK LEANDER (Br), was sold at anction at New Or-leans 3d inst for \$3000 BARK LEARDER (BP), was sold stauction at New Orleans 3d inst for \$50.01

SCHR BESSIE (BT), from Newfoundland for Boston, reported wrecked at Marshfield, and sold for \$100, is reported as not lasting the oakum worked out of her scame. The speak were through her bottom, &c. Her cantain sold whas carryo therrings; he could gather, pocketed the proceeds, and has not since been seen.

SCHR HATTIE ELER, from Calais for New York, before reported ashore on Cranberry Island, has been towed off and into a harbor.

SCHR ELERN ADELIA, HARSON, which sailed from San Francisco Dec 30, went ashore at Urescent City on the 19th inst, and on the 20th was on the beach discharging curgo. She will probably be got off.

HALITAL, NS, Feb 1—Schr Kaie, which left Fortune Bay, NF, for Boston Jan & arrived here last evening, and reports having experienced a succession of heavy northwest gales. Her docks were swent, and she was blown into the Gulf Stream; then made the port short of provisions.

Steamer Neptune, from Newfoundland, arrived to-day with lorty passengers, who had missed their passage in the Nova Scotian, from St John, NF, for Liverpool.

#### NOTICE TO MARINERS.

ENGLAND—IRISE GHANNEL—ISLE OF HAN—LIGHT OF CHICKEN ROOK.

A light is exhibited from a lighthouse recently erected on Chicken rock, three-quarters of a mile southwestward of the Calf of Man.

The light is revolving white, showing a flash every half minute, elevated 122 feet above the level of high water, and visible 16 miles.

The illuminating appararus is dioptric of the first order. order. The lighthouse is of light colored granite, and is 143 feet The fighthouse is of ages to high.

In thick or forgy weather a bell will be sounded at intervals of half a minute.

Position—Lat 54 02 N. lon 4 59 45 W.

The itse or evolving lights on Calf of Man.

continued.

ENGLAND—SOUTH COAST—REACHY HEAD—LIGHT VESSEL NEAR BOYAL SOVEREIGN SHOALS.

A light vessel will be placed near Royal Sovereign shoals on or about the 20th of April next.

The light will be rovolving write, showing 3 flashes in quick succession once every minute. The time cooppied in the exhibition of the flashes will be 25 seconds, and the eclipse will be about 37 seconds.

During the day the light vessel will be distinguished by a small bail over the usual mast head ball, and by having her name, Royal Sovereign, painted on her sides.

Further notice as to her exact position will be given when the vessel has been placed.

BALTIC SNA—GERMAN COAST—SCHOLPIN—ESTABLISHMENT OF A Light.

A light is shown from a lighthouse recently erected near the village of Scholpin, 16 miles to the eastward of near the village of scholpin, is indea to the cartward of stolpininde.

The light is a fixed white light, elevated 245 feet above the level of the sea, and in clear weather should be seen from a distance of 22 miles.

The illuminating apparatus is dioptric, of the first order.

The lower is half a mile from the beach, and is on a dune 187 feet high.

Fosition—Lat 54 43 10 N, lea 17 14 50 E.

Steamer Life Brigade (Br.) Gray, from Liverpool for New Orleans, Jan 16, lat 11 07, lon 17 31. Ship Missouri, Br. Cook, from Liverpool for Mobile, Jan 21, 30 miles NE of Tuskar. Ship Knowsley Hail, Brl., Jackson, from San Fran-cisco for Liverpool, Dec 7, lat 42 48 S, lon 47 43 W, Schr Potosi, Jackson, from New York for Gampeschy, Jan 27, lat 54 52, lon 74 22.

NOTICE TO MERCHANTS AND CAPTAINS. Merchants, shipping agents and ship captains are merchants, suppling agents and ship capitaits are informed that by telegraphing to the Hamalo London Bureau, No 66 Fleet street, the arrivals at and departures from European ports, and other ports abroad, of American and all foreign vessels trading with the United States, the same will be cabled to this country tree of charge and published.

OUR CABLE SHIPPING NEWS.

Capiz-Sailed, schr Emma H Drummond, Higgins, CARDIFF, Peb 6-Arrived, brig Lizzie Wyman, Hop-

kins, Havre. Czsu-Sailed, ship Henry S Santord, Johnson, New FALMOUTH, Feb 6—Arrived, ship Lutterworth (Br), Clark, San Francisco mot arrived at Queenstown), HAVRE, Feb 6—Satled, ship Union, Greenleaf, Delaware

Coot as before).
Livenpool. Feb 6-Arrived, ship Alice Buck, Snow.

EIVERPOOL, FOR C-AFFIVED, Ship Alice Biles, Show, San Francisco.

Sailed 8th, ship Marcia O Day, Chase, New Orleans (not sailed 8th); barks Montreal (Br), Davidson, Tybee; Fornjot (Nor), Monibach, Philadelphia.

Lowestor, Feb 6—Arrived, brigs Astrapl (Greek), Domestini, Pernaudina.

Limerick, Feb 2—Sailed, bark Jedanesti Dubrovacki

(Aus), Mahovich. United States.

Mauritius—Arrived, Amelia, McFarland, Port Town

Hebick, New York for Hamburg.

QUEENSTOWN, Feb 7-AM-Arrived steamer City of
Brooklyn (Br). Murray, New York (and proceeded for Also arrived, 7th, steamer Nevada (Br), Price, New

FOREIGN PORTS.

AZUA, Jan 14-in port schr Mary Baker, for Boston in 10 days'.
GENOA, Feb 3-in port bark Don Juste (not as misprinted), Bennett, for Baitimore, idg.
Havaxa, Feb 3-Arrived, steamer Yazoo, Catharine, from Philadelphia for New Orleans,
Arrived 7th, steamer Columbus, Reed, New York,
FERNANSBOO, in date—"stift, ship City of Brooklyn,
Herriman, San Francisco for Liverpool (see Miscellagy).

PRINAMADO, ROBITO CONTROL OF LIVERPOOL (SOE MISCOLIARY).

TRINIDAD, Feb 1—In port schr Carrie S Hart, Davia, idg sugar for Boston at \$5 per bbi.

[Par Stramshiff Cura.]

ARYAR, Jan 18—Arrived Bombay, Work, Singapore.

BORDRAUX, Jan 20—Arrived in Paulilae Roads, Anna,
Hawkins, New York 19—Arrived, Annie Troop, Hill,
New York (and left for Helvoet).

BARCHONA, Jan 16—Arrived, Ocata, Pages, Baltimore;
Urbana, Buvali. Charleston; Saran, Tilley, New Orleans; Soberano, Maristany, Charleston; Maria, Siss,
do; Luisa, Alsima, and Daria, Roset, do, Panton, Catane, Savannah; Catainnd, Saupran, do; 18th. Amable
Antonia, New Orleans; Newo Copernico, Mir, do; Frederica, Tyden, Savannah; Union, Garriga, do; 19th. Mavpo; Paut, New Orleans; Roger de; Flor, Cassanova,
Charleston.

Salled lyth, Yarra Yarra, Sorensen, New Orleans. fler repairing.

Campier, Jan 22—Arrived, George, McRea, Charlotteown, PEL.

Capita, Jan 14—Arrived, bark Pairy Belle, West, New
ork. Tork.

DANTHOUTH, Jan R-Arrived off, an American ship, from Antwerp for Philadelphia.

DUNDALE, Jan 21—Cleared, Cortes, Chiera, New York.

DEAL Jan 22—Arrived, John Boyd, Islia, London for Cardiff and Savannah (and anchored); 23d, Ellen C Burns, from Hull for Philadelphia, do.

Sailed 22d, Abraham, Matcovich (from London), Philadelphia. New York.
Dunlin, Jan 23—Arrived, Francis Thorpe, Buck, San

Passed 236, Straisund, Ockebers, from Chatham for Prancisco.
Palmourn, Jan 21-Arrived, Wenons, Park, Cardiff for Havane.

Faval, Jan 2—Arrived, Kate Williams, Hgle, St Michaels.

Glassow, Jan 22—Sailed, State of Georgia (9), New
York. GREENOCE, Jan 21—Arrived, Utopia (2), Thompson, New York Sailed 21st, Onrust, Hudson, New Orleans; 22d, Lillian Wigns, Vigus, Havann, GLOUGESTER, Jan 22—Arrived, Kawe, Pomelin, Balti-more: Lady Dufferin, St John, SB, GREENOWS, Jan 22—Arrived, Cordelia, McDiarmid, GHARGENOOTH, Jan 22—Arrived, Cordelia, McDiarmid, Quebec.
GENOA, Jan 19—Arrived, Fury, Loud, Philadelphia; Del, Scarzola, New York.
Holyhead, Jan 21—Arrived, Athia, Johnson, Liverpoel for Philadelphia; Sailed 21st, Lady Dufferin, Evans, Savannah.
Hawbund, Jan 19—Arrived, Chalmette, Watte, Enderberry Islaud; 21st, Johanna, Haase, New York.
Hollo, Dec 3—deared, H S Sanford, Johnson, New York via Ceou.
Liverpool, Jan 21—Arrived, The Queen (9), Brage, New York, Caspian (9), Trocka, Baltimoré.
Sailed 21st, Silvenis (3), Neid, New Urleans; 22d, King Cedric, Betts, Meibourne; Mary G Reed, Gregor, Havans via Garston.
Cleared 21st, Riverside, Woodward, Callao: Edward Reed, Higgins, do via Gardiff, &c.
Losson, Jan 21—Arrived, Elmstone, Brage, New York; Buffes, Christenson, Wimingroon MC.
Cleared 22d, George A Staples, Shute, Cardiff and Cuba. Massina, Jan 12—Sailed, Mathew Baird, Philadelphia; Massina, Jan 12—Sailed, Mathew Baird, Philadelphia; Freddie C Ebbett, Veat, New York; 13th, Prederick, Wil-lams, do. Madkina, Jan 7—Sailed, Ottawa, Howell, Buil River,

SC.
MILFORD, Jan 22—Arrived, Sunbeam, Darien.
NEWFORT, Jan 22—Salled, Sunshine, Clark, Havana.
after putting back leakly d.
PORTLAND ROADS, Jan 22—Put in, Maggie McNeil,
Heron, from Havre for New Orleans.
PORTMADOC, Jan 22—Salled, Ocean Child, Davies, Doboy,

Falerano, Jan 12—Sailed, Due Pratelli, Messina, New
Orieans; Eith, M. E. Leighton, Wallace, Boston; Star, Putt,
Philadelphia, 14th, Frudente, Pannile, New Orieans; D.
Draper, Bottan, New York.

Quesswrows, Jan 23—Arrived, Albaiross, Tangelsen,
Wigning Ob., AU.

cargo, which will be taken to destination by the John
Gibson, and then go into dock for repairs.

The schr Hector, arrived 2d from Jamaica, and the
schr Emily A Bartle, arrived 3th from Fernandica, are
both consigned to J H Winchester & Co.

PASSED THROUGH HELL GATE.

Salied fig. Foventa finder, Limerick: 22d, Micola,
Stavangu, Jan 21—Salied, S W Hansen, Philadelphia,
22d, Recole, Reggiero, New York.
Swarow, Dec 19—Arrived, Almatia, Chefoo: 11th, Alma, do. SIERRA LEONS, Dec 31-Sailed, A Houghton, Maiarang.
Singarous, Dec 19—Arrived, Chas H Southard, Towns
Gardin.

Southard, Towns
Cardin. ardin. Terranpra, Jan 8—Safed. Martha, Pearson, New York; h. Julia E Haskell, Haskell, Havana. Triesta, Jan 17—Arrived, Osanua. Gargiulo, Philadelphia.

Table Bar, Dec 16—Arrived, John Shay Nickerson,
New York; 20th, Woodside, Montgomery, Montevideo.

Vico, Jan 13—Arrived, Margarita, Da Stiva, Philadel MARREN POINT, Jan 21-Sailed, Rosa C, Chicas, New York.
Waterford, Jan 23—Sailed, Guiseppe, Emanuel, For-tunato, New York.
Zantg, Jan 16—Sailed. Ignaz Partato, New York.

Barrow, Jan 21—The Clifton, Jacob, from Galveston for Fleetwood, encountered very severe weather in the Atlantic, with heavy soas, which carried away part of bulwarks, started some of the covering board bolts, &c., she broke mainyard and lost anchors of Walney Island and ran for Piel, but there not being water chough on the bar there, she struck heavily; as the tide was making the vessel drove over the bar. She has since been conducted by a pilot to the back of Roe Island. BRIXHAM, Jan 22—The Arington, Vicary, from Havre for Lewes, Dei, has put into the bay. Nine of the crew have refused duty. They were taken before the magis-trates to-day and were remanded until to-morrow. trates to-day and were remanded until to-morrow.

Brast, Jan 21—A board, 1 metre 73 c long, painted
white, and having on it the name "amity," was picked
up yest-rday near 88 Mathieu, 8 ome casks of perforeum
were also picked up the same day at Corsen, near Conquet, as well as a yard, painted blue, and supposed to
lave belonged to a vessel of from 700 to 800 tons.

Doyan, Jan 21—The hull stores and materials of the
Mary A Way bark, of Liverpool, Anderson, from Rotberlam for Bonny, ashore in this bay, are advertised to
be sold at auction at 1 PM on January 25. Hamsung, Jan 29—A lighter laden with bales of cotton from one of the Hamburg-American Co's New York steamers, filled last night celow "1 Paul's. Most of the bales have been saved, and are lying in charge of the Customs.

HAYER, Jan 21—The Marie Pauline has arrived at Bordeaux from Newfoundland, with damage to sails and rigging.

Liverspoot. Jan 21—The Vallelo, which arrived here to-day from San Francisco, shipped a sea Jan 7, off the Western Islands, which washed overboard hoad and sil spare spars, and damaged gig. pinnace and bullwarks on port side.

The Boyal Allee, arrived here to-day from New York, shipped a sea during a gale Jan 12, which carried away port, of bulwarks, stove in deckhouse, &c.

The Lord Northbrook, arrived here to-day from St. John, lost part of deckload during a gale Jan 7, and the remainder was thrown overboard to lighten the vessel.

MARRITUS, Jan 20—The Mary M Francis. American brigantine, which put in here leaky, has 139 canlisters of sugar damaged.

Shanguat, Dec 10—The bark Conqueror, for New York (before reported), tea laden and ready for sea, was sound to be on dire at mianush of the 4th inst. The fire was with some difficulty got under by 2:30 AM of the 5th inst. The main deck had to be cut open on both sides close to break of poop deck on starboard side; the decks on starboard side are also much burned. About 24 planks of main deck and 16 of poop deck will have to come out; the front of poop and sailroom bulkheads are also much burned. About 24 planks of main deck and 16 of poop deck will have to come out; the front of poop and sailroom bulkheads are also much burned and damaged by water. Much more of the tea, it is expected, will be damaged by smoke. The fire originated above hold beams just below break of poop on starboard side. The whole of the bags have been discharged for inspection by experts and the ship is under repairs, which in all probability will be completed before the tea.

which in all probability will be completed before the tea is again ready for shipment.

St Vincary, Jan 23—The Annie Kimball, of Liverpool, from Antwerp for Philadelphia defore reported, was picked up, dereited in lat 37 N, lon 19 W, by part of the crew of the Ambrose (a), of Liverpool, and brought in here.

#### AMERICAN PORTS.

BOSTON, Feb 7—Arrived, schrs Saddie F Cailer, Webber, Buenos Ayres: Hattle M Crewell, Growell, Gaiveston; Issae Rich, Oliver, Virginia; S E Davis, Bernard, and Emma C, Lewis.

BALTIMORR, Feb. 6.—Arrived; Steamers Josephine Thompson, Moore, New York: Octorara, Reynolds, do; bark R W Merriam (Br), Merriam, Limerick; schrs Fannie R Williams, Twiford, Cardenas; Matthew Kinney, Barter, Darien, Ga; Emma Arev, Hall, New York; A C Lyon, Jeffries; Howard Williams, Waller, Williams, Waller, Garding, Helen Hasbrouck, Hall, and B B Kirk, Burnets, do.

or, Revel. oth-Cleared, schr AF Bailey, Allen, Brashear City. oth—Oregrou, soir a Mark Ernest & BenNEW ORLEANS, Jan 3—Arrived, bark Ernest & Benno (Ger), Wiltzen, Rio Janeiro,
Gleared (not arrived)—Ship Colomal Empire (Br), Leslie, Reval; bark Agincourt (Br), Laughton, Havre.
Passes, Feb 7—Arrived, bark Evening Star (Nor), ile. Reval; bark agincourt (Br), Laughton, Havre, Passas. Feb 7—Arrived, bark Evening Star (Nor), Speich, Bordeaux.

Salled—Steamers New Orleans, and Mississippl; ships Colonial Empire (Br). Emma (Fr). Lorely (Fr; barks Terzo (Nor), Pocahontas (Br), Bristol, Castor (Nor), and Levlathan (Nor).

NEW PORI; Feb S, PM—Arrived, schrs Sarah J Gurney, Gurney, Providence for New York.

Salled—Schrs Massasols, hopkins, Virginia (or Providence; L Holloway, Fryan Raw, York for do. In port—Schrs Jenne Williah Thompson, Paine; John In port—Schrs Jenne Williah Thompson, Paine; John Middel, Providence, Law Wary Steele, Higgins; Bonj Oliver, Freeman; Leona, Wiley, and Allie D Dyer, Young, Boston for Virginia; Elmma A Higgins, Nider, Boston for Cylreinia; Elmon & Higgins, Nider, Boston for Cylreinia; Kleno B Growwell, Hemilton, Provincetown for Yurginia; Emma A Higgins, Nider, Boston for Oct. Lizzle Smith, Gorham, Salem for do; Sherward, Stapleton, Fortune Bay, NP, for New York; Ni Desperandum, Geodspeed, Providence for Virginia; Carrie G Crosby do for do; Warren Gate, Smith, do for New York; Leura E Messer, Oregory, Boston for Baltimore; Fly, Gardner, Provincence for New York; Yerka, Joy, Portland for do; Molle Porter, Burton, Boston for Virginia; Saryent S Day, McFarland, Boston for Raltimore; Fly, Linnakin, Gloucester for do; Susan Stetson, Lewis, Portland for Norfolk and Richmond; Madagascar, Turner, do for New York; 2. A Paine, Jones, Bastport for Virginia. (Aus), Mahovich, United States.

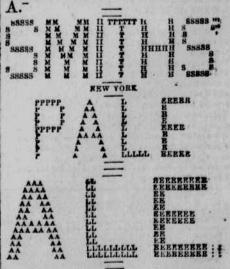
MAURITUS—Arrived, Amelia, McFarland, Port Townsend via San Francisco.

PLYMOUTH, Feb 7—AM—Arrived, steamer Stiesia (Ger),
In port 29th, sohr Jefferson, Hanson, to load for New NARHAGANSETT PIER, RI. Feb 5-At Dutch Island

man, New York; Ajax, Saunders Pensacola.
In port 29th, schr Jefferson, Hanson, to load for New York.
Off the bar 29th, brig Fitohge (Ger), from Grimsby, lightering, tor Corpus Christi.
PHILADELPHIA, Feb 6—Arrived, steamer Florida, Crocker, Providence; bark F Reck (Ger), Waltzen, Bremen; brigs Apolio (Br), Butler, Martinique; Windeld, Bibber, Pensacola; schrs Resoue (Br), Anderson, Demerara; Lizzie B Gregg, Anderson, Cardenas; Ramon de Aluria, McBride, Matamoros; David Clarkson, Irelan, Jarksonville: Ohas Moore, Russell, Port Royal, Gleared—Schrs Ida M Eldridge, Eldridge, Kingston, Ja; Martha Welsh, Burdge, Savannah.
7th—Arrived, steamers Panther, Mills, New Bedford; Pioneer, Wakely, Wilmington; bark Prince Alfred (Br), Morton, Valparaiso via Antofagosta; britss O C Clary, Ryder, Pernambuco; Fleetwing, Mamley, do; schrs Lizzie Batchelder, English, Matanzas; Electa Balley, Stimson, do; Wm Scull, Barett, Gaiveston.
PORTLAND, Feb 5—Arrived, schrs L. T. Whitmore, Whitmore, Boston, to load for Mobile; Mary B Somera, Hakell, do, to load for north side Cuba.
Cleared—Schr Belle Growell, Gove, New York; Stim Son, Electrod—Schr Belle Growell, Gove, New York; Stim Son, Katt Schribesod.
RICH MOND, Feb 5—Salled, steamer Wyanoke, Couch, New York; schr Sea Bird, liogan, do.
San FRANCISCO, Feb 5—Salled, steamer Wyanoke, Couch, New York; schr Sea Bird, liogan, do.
San FRANCISCO, Feb 5—Salled, steamer Wyanoke, Couch, New York; schr Sea Bird, liogan, do.
San FRANCISCO, Feb 5—Salled, steamer Wyanoke, Couch, New York; schr Sea Bird, liogan, do.
Arrived 2th, bark W H Gawley, McGuire, Port Madison.
Cleared 29th, bark W H Gawley, McGuire, Port Madison.

Arrived 29th, bark W H Gawley, McGuire, Port Madison, Called 29th, bark Midas, Cook, Portland, O. Salied 29th, schr ada May, Johnson, Honolulu, SaVannah, Feb 5—Arrived, steamers Cleopatra, Bulkley, New York; Saragossa, Hooper, Baltimore. Cleared—Ship Sarah (Br), Saunders, Liverpool: bark Iris (Ger), Preiffer, Charleston; schr B T Crocker, Harding, Mayaguez.
Sailed—Steamer San Salvador, Nickerson, New York; barks Lady Vere de Vere (Br), Flynn, Liverpool; Champion (Br), Killam, do: Iris (Ger).
Tth—Arrived, steamers Gulf Stream, Faircloth, New York; Tonawanda, Withants, Fhiladelphia.
Sailed—Steamer Carroll, Wright, Boston; ship Sarah (Br); barks Mario (Sp). Paxol, Montevideo; Lady Russell (Br), Leahy, Liverpool; "Ophir, Gotharieston (Probably Br bark Ophir, March, Hell (Br), Leahy, Liverpool; "Ophir, Hortharieston (Probably Br bark Ophir, March, Hell (Br), Leahy, Liverpool; "Ophir, Karaheliston (Probably Br bark Ophir, March, Hell (Br), Leahy, Liverpool; "Ophir, Karaheliston (Probably Br bark Ophir, March, Hell (Br), Leahy, Liverpool; "Ophir, Kochanieston (Probably Br bark Ophir, March, Hell (Br), New Heddord, Lohd, Rach, and La D Yisk, Loaded and ready for sea; Anna Lyons, and B F Ames, from Boothoay, Mo.

MISCELLANEOUS.



BREWERY, BIGHTEENTH STREET,

BETWEEN SEVENTH AND RIGHTH AVENUES. A BSOLUTE DIVORCES OBTAINED PROM DIP-ferent States: legal everywhere, describen, &c., sufficient cause; no publicity required; no charge until divorce granted; advice free. M. HOUSE, Astorney, 194 Broadway. A BSOLUTE DIVORCES OBTAINED PROM COURTS
of different -tates; legal everywhere; no publicity;
no tees in advance; advice free; commissioner for every
Rotate.
Counsellor-at-Law, 302 Broadway.

DIAMONDS RESET IN THE LATEST STYLE DIS-displaying the stones to the best advantage.